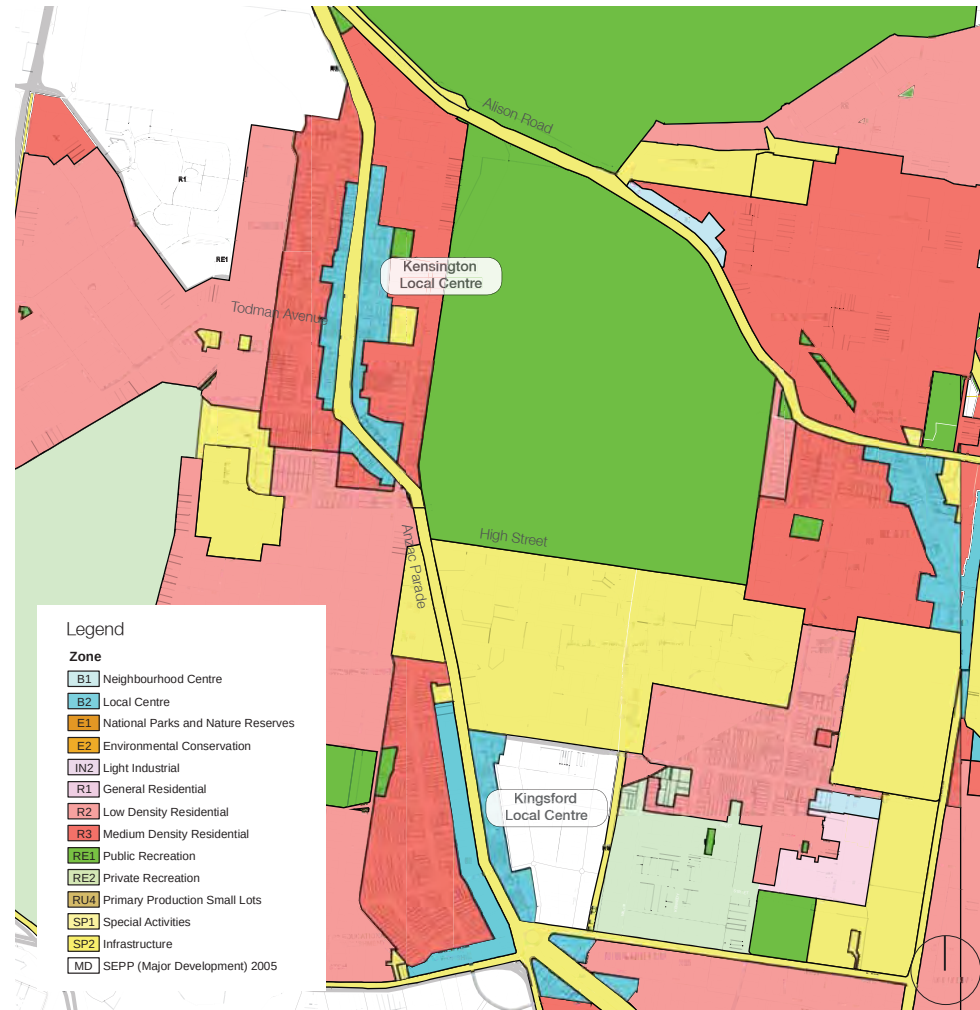
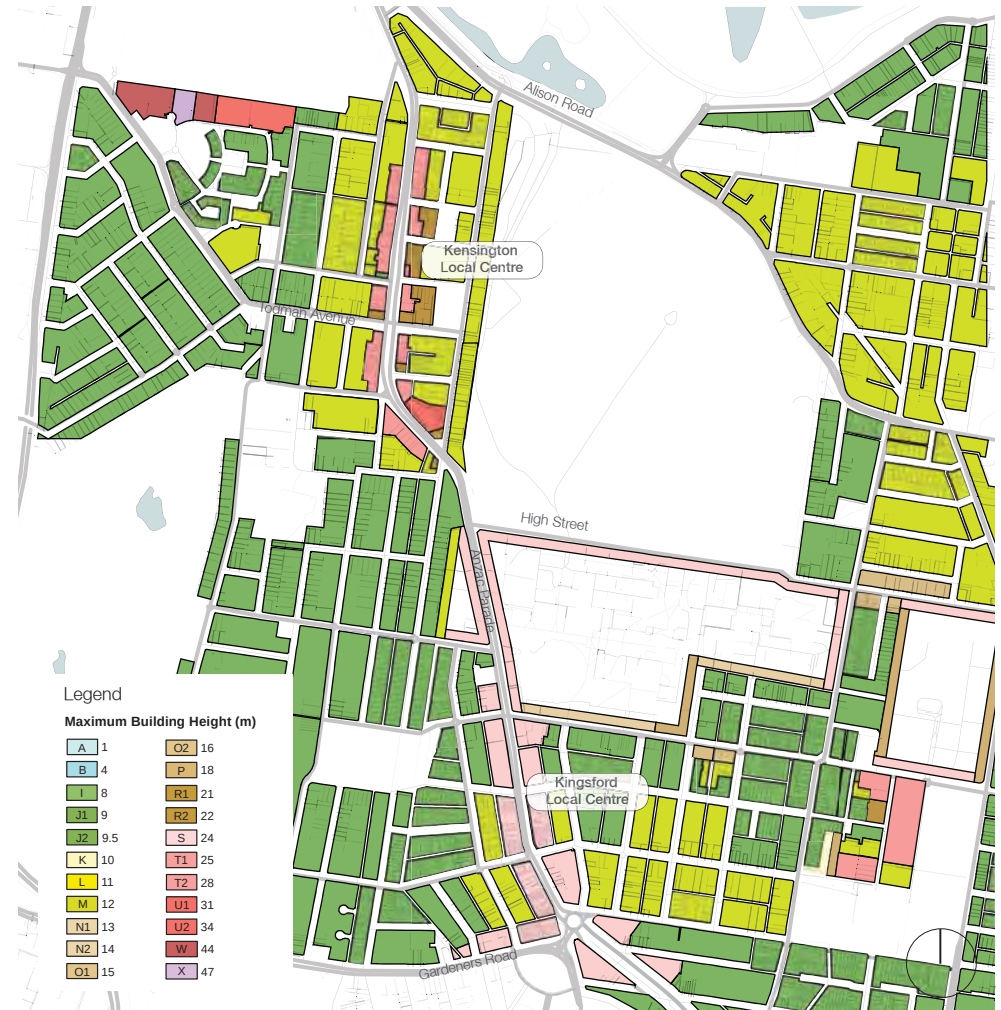


## 1.5 Existing Controls - Land Use



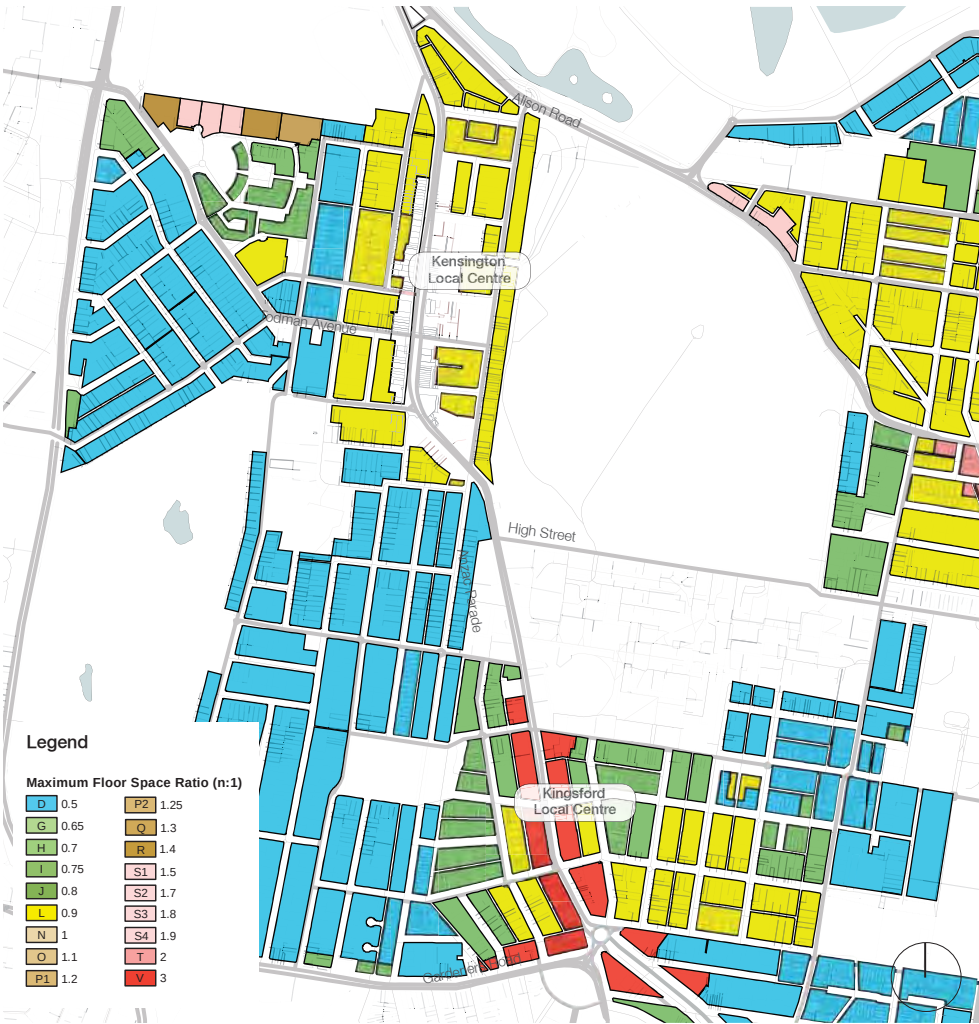
- B2 use focused along the corridor.
- R3 use - medium density residential located either side.

## 1.6 Existing Controls - Height

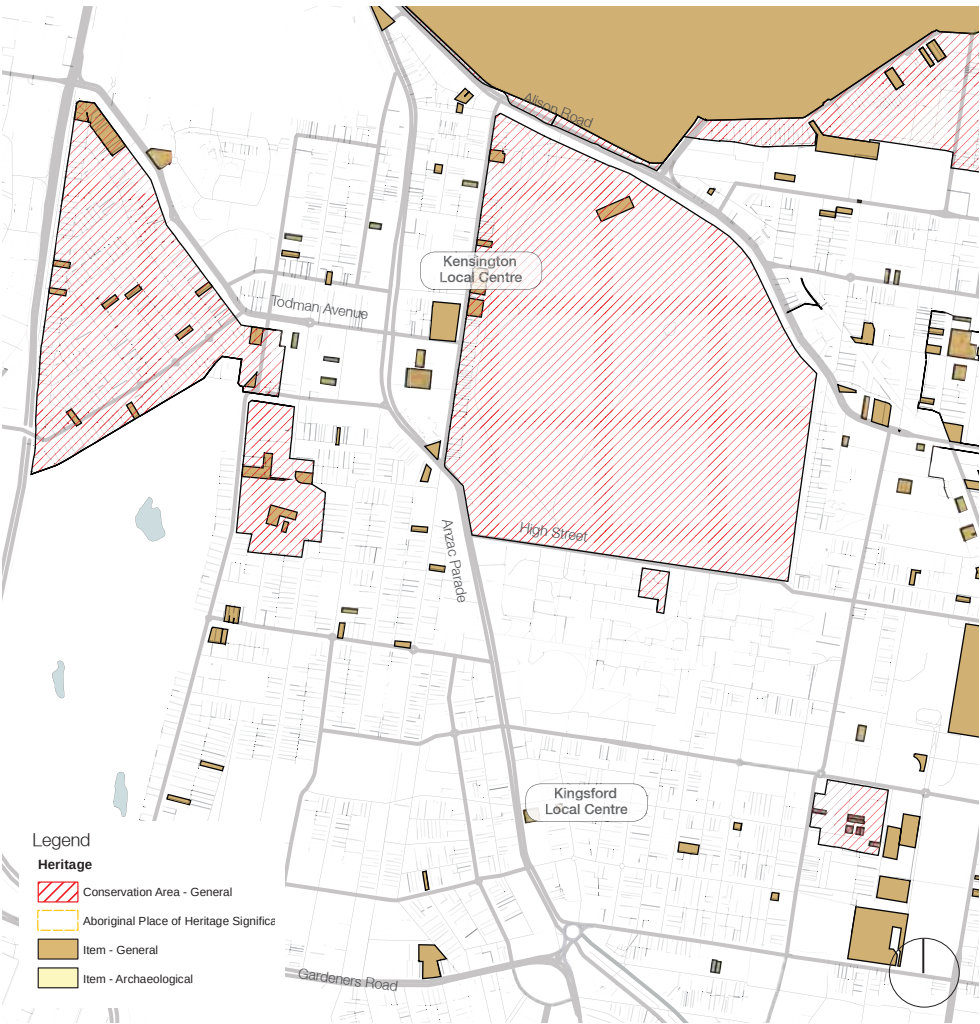


- S - 24m height limit between High Street and Gardeners Road
- U1 T1, R1, & M - limits of 31m, 25m, 21m, 12m between High Street up to Alison Road

1.7 Existing Controls - FSR



1.8 Existing Controls - Heritage





## 1.9 Local Context - Local Centres

### Kensington Local Centre

Randwick DCP imagines the following future of Kensington:

*New development and public improvements have created a high quality medium density centre, where walking, cycling and public transport use are promoted, and where a mix of retail, commercial, residential and leisure uses caters primarily for the needs of the local community.*

*The vitality of the retail, commercial, residential and leisure mix encourages users of major facilities such as Randwick Racecourse, Centennial Park and the University to enjoy local community life.*

*Extensive new landscaping in Anzac Parade brings to life the unfulfilled Victorian vision of a Model Suburb with a grand boulevard creating a focus for shopping and community activities in a centre where 'everything that science and energy can do' has been done to create 'the most perfect, the most healthy and the favourite place of residence for the citizens of Sydney'.*

*Ground floor areas of new development are characterised by shops, restaurants and business premises that create active building frontages and contribute to the life of the street. Residents who live on the upper floors, or work from home, enjoy the vibrant and convenient facilities at street level.*

*Design excellence contributes to the recognisable identity of the centre, by helping to define streets and public spaces, and by creating environments that are sustainable, comfortable, interesting and safe. It is a centre that:*

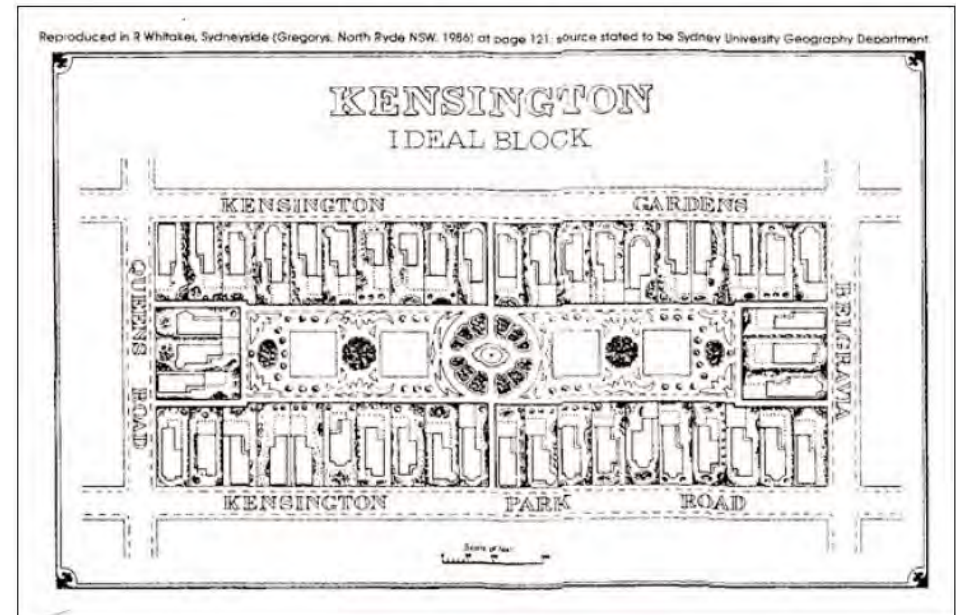
*creates an active heart for the Kensington community by fulfilling its day to day needs;  
builds community values by encouraging residents to meet and interact with one another in the public domain;  
encourages residents to invite friends and family members to visit;  
encourages other Sydneysiders to enjoy its facilities;  
creates business and employment opportunities;  
is well connected to the major public facilities which surround it; and has a recognisable and welcoming 'identity'.*

### Kingsford Local Centre

Kingsford Centre is one of Randwick City's key strip shopping centres. The centre straddles both sides of Anzac Parade, and extends from Barker Street in the north to Sturt Street and Gardener's Road in the south. Kingsford is vibrant with small supermarkets, banks, offices and a variety of restaurants and take-away food shops. It is also popular at night, given the many restaurants and the presence of the South Juniors Rugby League Club.

Key Objectives are:

- To ensure development enhances the spatial definition and character of Anzac Parade, Gardeners Road and other streets and laneways within the Kingsford Centre.
- To enhance the pedestrian environment and facilitate the safe and convenient movement of pedestrians through the Centre.
- To ensure quality design and minimise adverse impacts of development on the amenity of the adjoining and nearby residential zones.
- To conserve buildings identified as items of environmental heritage.
- To nominate a range of existing contributory buildings as guiding examples for new development, through their key architectural elements, fenestration, proportion and scale.



Historic Plan of the Model Block (Source Randwick DCP)



# **Anzac Parade Corridor Strategic Positioning**

Analysis of the Anzac Parade Corridor within its strategic context.

## 2.1 A Plan for Growing Sydney

The Sydney Metropolitan Plan 'A Plan for Growing Sydney' (The Metro Plan) was released in December 2014 and, is the NSW Government's Plan for the Sydney Metropolitan Area over the next 20 years, covering areas such as productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure and open space.

The Central Subregion Plan has identified a number of urban renewal corridors and 'Local renewal (corridor) opportunities yet to be identified'.

Anzac Parade has been identified as one of these urban renewal corridors, along with Bourke Street/O'Riordan Street to the west.

Anzac Parade is designated as an *Urban Renewal Corridor* between Surry Hills up until the Alison Road intersection. South of that intersection down to Maroubra, Anzac Parade is designated as '*opportunities yet to be identified*', which suggests that the current planning controls will continue to be investigated.

The Plan for Growing Sydney identified six subregions within the metropolitan area. Anzac Parade is located in the Central Sub Region, and connects into the Randwick Education and Health Strategic Centre.

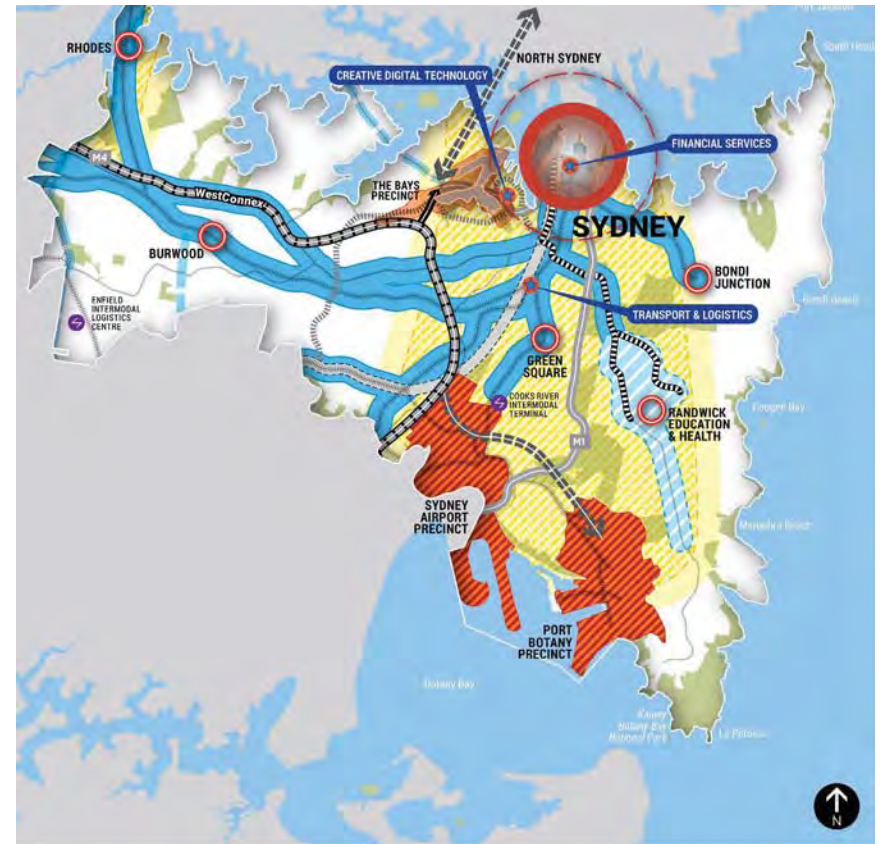
The key characteristics of these regeneration areas and centres are outlined below.

### What the Metro Plan says for Anzac Parade

- The corridor has excellent access to employment, recreational opportunities, higher education, health facilities and social infrastructure
- The CBD and South East Light Rail will better connect Randwick and Kingsford to Sydney CBD
- The Government will work with the Council and the local community to identify areas for local renewal and opportunities to revitalise local neighbourhoods that will meet community expectations for renewal and provide local benefits.

### What the Metro Plan says for Randwick Education and Health Strategic Centre

- Support health-related land uses and infrastructure around Prince of Wales Hospital and Sydney Children's Hospital
- Support education-related land uses and infrastructure around the University of New South Wales
- Work with council to identify if opportunities exist for urban renewal around Randwick's education and health facilities, including offices, retail, services, housing and local community improvements.



|  |                     |  |                                                  |  |                                      |  |                             |
|--|---------------------|--|--------------------------------------------------|--|--------------------------------------|--|-----------------------------|
|  | CBD                 |  | Global Economic Corridor                         |  | Parks & Reserves                     |  | Rail Network                |
|  | Strategic Centre    |  | Priority Precinct                                |  | Waterway                             |  | Transport Investigation     |
|  | Intermodal Terminal |  | Urban Renewal Corridor                           |  | Sydney Rapid Transit                 |  | Motorway                    |
|  | Knowledge Hub       |  | Local renewal opportunities yet to be identified |  | Inner West Light Rail                |  | Motorway Expansion          |
|  | Transport Gateway   |  | Urban Renewal Investigation                      |  | CBD & South East Light Rail          |  | Proposed Motorway Extension |
|  | The Bays Precinct   |  | Metropolitan Urban Area                          |  | Parramatta Light Rail Investigations |  | Road/Motorway Investigation |

## 2.2 Draft East Subregional Strategy

The Sydney East Subregional Strategy establishes the targets of 8,400 additional dwellings for the Randwick LGA by 2031. However, while Council has been achieving this dwelling target, the sub regional strategy was released in 2007 and is now 8 years old. Since the release of the Sub Regional Strategy in 2007, the DPE has published revised projected population and dwelling growth projections in 2014 that identify 15,153 new dwellings in the Randwick LGA from 2011 to 2031.

This represents an increase of 6,753 dwellings from the subregional strategy released in 2007. Thus continued growth and an increase from historical dwelling approval numbers is required to satisfy the DPE projected dwelling numbers for the Randwick LGA.

### Randwick Education And Health Specialised Centre

The Randwick Education and Health Specialised Centre is one of eight Strategic Centres identified in current Sydney Metropolitan Strategy.

The Centre surrounds the University of New South Wales (UNSW) and Randwick Hospitals (including Prince of Wales Hospital, Prince of Wales Private, Royal Hospital for Women and the Children's Hospital).

It contains magnet infrastructure, including the university, research and health functions that 'act as catalysts for new investment, driving further knowledge, information exchange and innovation, crucial in maintaining Sydney's global competitiveness.'

Key directions for the Strategic Centre are:

- Support health-related land uses and infrastructure around Prince of Wales Hospital and Sydney Children's Hospital;
- Support education-related land uses and infrastructure around the University of New South Wales; and
- Work with council to identify if opportunities exist for urban renewal around Randwick's education and health facilities, including offices, retail, services, housing and local community improvements.

The Centre is expected to support growth of over 4000 jobs by 2031 in education, research and health in the Randwick Education and Health Specialised Centre.





### 2.3 Draft Urban Activation Precinct, Department of Environment and Planning

In 2012, the NSW State Government announced the Urban Activation Precinct (UAP) program. The aim of the program is to deliver more homes in places with access to infrastructure, transport, services and jobs.

Randwick was nominated as a UAP in 2013, however this work is currently on hold indefinitely. Anecdotally, it is understood that the land uses and density proposed in the draft UAP was opposed by community members and organisations.

The Randwick UAP was a centre-based strategic vision driven largely by the \$1.6 billion CBD to southeast light rail project. The area was considered significantly underutilised, with low density residential development surrounding large employment centres such as The University of New South Wales (UNSW) and The Prince of Wales Hospital

The boundaries of the Randwick UAP followed an approximate 400m radius around each of the proposed CBD and South East light rail stops.

The UAP precincts follow parts of the suburbs of Kensington, Kingsford and Randwick, including Royal Randwick Racecourse, shown in the map adjacent.

#### Why Randwick?

The Randwick Precinct was identified as a UAP to support increased residential and employment densities because it:

- is aligned with the CBD and South East Light Rail;
- has excellent access to regional services including the University of NSW;
- it is close to major hospitals and health precincts; and
- it is close to employment hubs including Sydney Airport, Port Botany, Randwick, Bondi Junction and the Sydney CBD.

#### Draft Structure Plan

In 2013, the Department of Planning and Environment engaged a number of consultants to develop more detailed strategies and re-consider the zoning, height and FSR controls.

The key components of this plan are understood to be:

- A mix of medium and high-density apartments creating greater housing choice
- Tallest buildings (16-20 storeys) near proposed light rail stops on Anzac Parade
- Lower rise buildings (4-8 storeys) closer to existing low density housing outside the precinct
- A new mixed use precinct including commercial, retail and residential development
- Additional local jobs, including supporting growth at the University of NSW and major hospitals
- New parks and open spaces will also be created including:
  - a neighbourhood park on the western side of Royal Randwick Racecourse
  - A linear park along Wansey Road
  - A pocket park between Todman Avenue and Royal Randwick Racecourse
- New civic plazas.

The Draft Structure Plan proposed a number of controls for the subject sites:

- Zoning: B2 Local Centre;
- Maximum FSR: 5:1 for 111-125 Anzac Parade and 1.5:1 for 112 Todman Avenue; and
- Maximum height: 53m (16 storeys) for 111-125 Anzac Parade and 12m (4 storeys) for 112 Todman Avenue.

However it's important to note that the development landscape has changed dramatically in the last few years. The Randwick LEP and above-mentioned draft structure plans were created and released prior to the latest Sydney Metropolitan Plan, which increased Sydney's projected number of new residents by 22% from the previous Draft Metropolitan Strategy.



## 2.4 Transit Orientated Developments

Transit Oriented Developments (TODs) are defined as highly walkable, higher density precincts centred around a major transit hub. TOD precincts are the preferred model for both infill and new development strategies in Australia, due to their ability to achieve wider sustainability and economic benefits when compared to their suburban counterparts.

One of these benefits is TOD's ability to influence travel behaviour, with a number of research studies concluding that where population density is at its highest around a transit hub, the population is more likely to use public transport than those who live in less dense areas further away from a transit hub. For example a doubling in residential density has been found to decrease driving per family by up to about 30% and overall vehicle ownership (Holtzclaw, 1994).

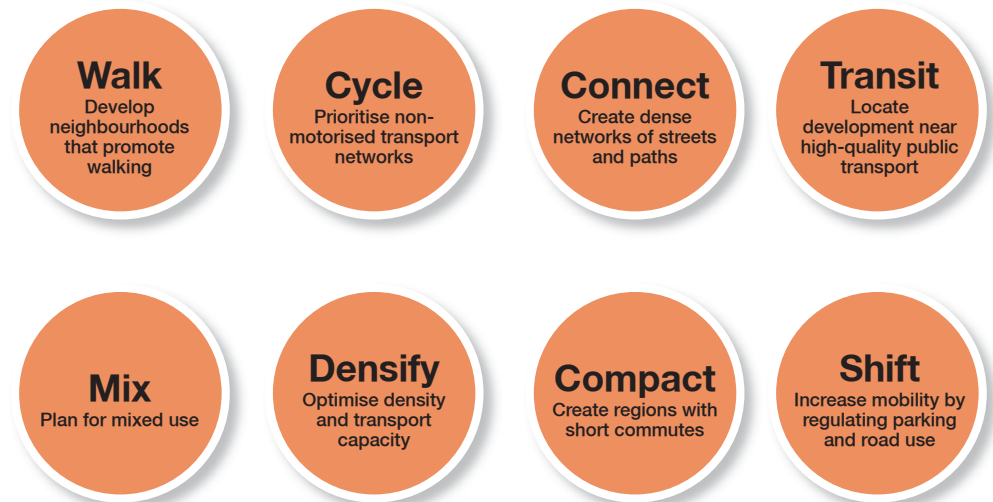
## 2.5 Overarching Principles

The UN Habitat has endorsed a set of eight principles in the document *TOD Standard* for transit Orientated Design developed by the The Institute for Transportation and Development Policy, who is 'a global non-profit at the forefront of innovation, providing technical expertise to accelerate the growth of sustainable transport and urban development around the world.'

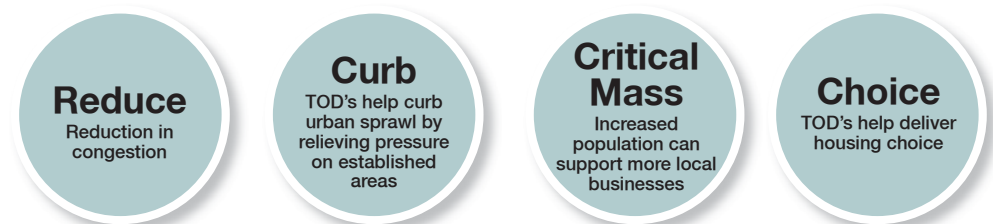
These principles are illustrated adjacent in **orange**.

Additional principles have also been identified through a review of influential reports, strategies and plans from Australia and across the world. These are illustrated in **blue**.

### TOD Standard Principles

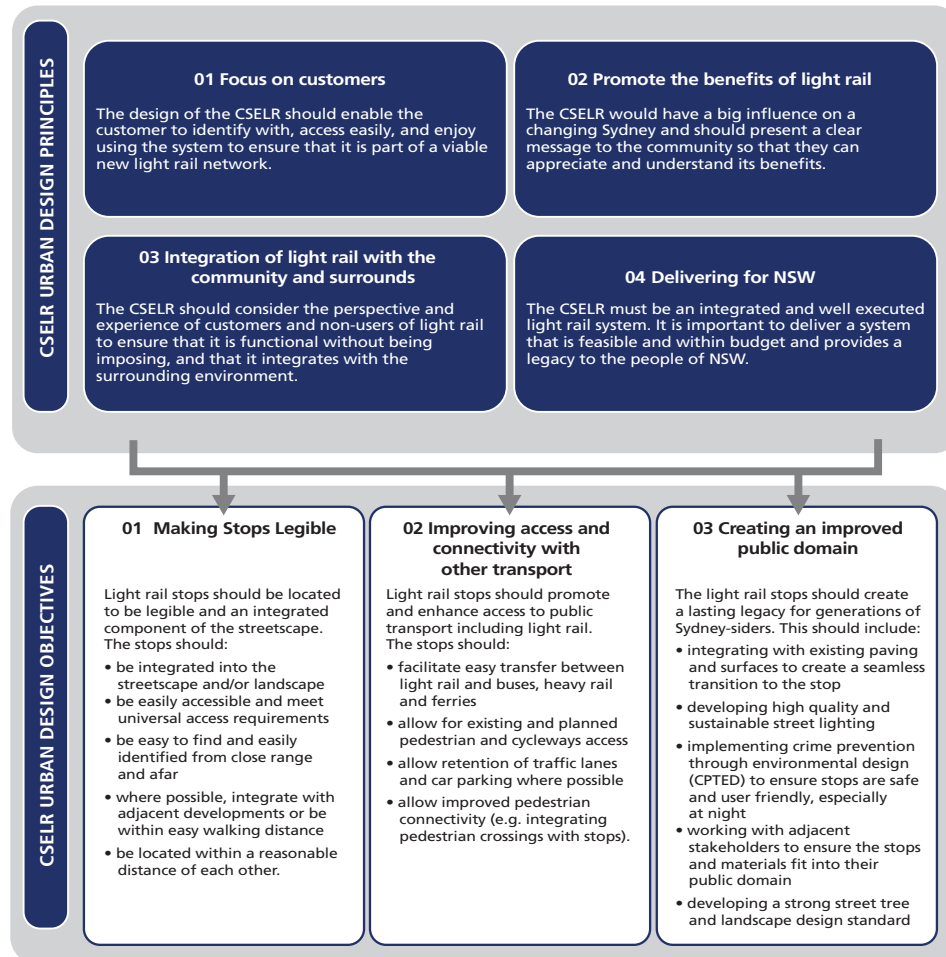


### Best Practice Principles





## 2.6 CBD and South East Light Rail project



In addition to the overarching principles of TOD's, the CBD and South East Light Rail project has defined its own set of principles and objectives, that have a major focus on integrating with the existing areas and community.

## 2.7 Capacity to People Move

In (at least) 10 years time after opening...

**1 tram every 6 or 6.5 minutes**  
on each branch line

**466 people per tram**

**8,620 passengers per hour in**  
during peak times

Source: Transport For NSW, CBD and South East Light Rail Project State Significant Infrastructure Approval (SSI-6042), Modifications Report, December 2014

## Current Travel Modes in Randwick

The CSELR is likely to shift the current models of travel in Randwick away from a dominant private vehicle culture. The ABS data in 2011 reveals the following:

|                   |                    |       |
|-------------------|--------------------|-------|
| • Travel to work: | Train              | 4.3%  |
|                   | Bus                | 22.2% |
|                   | Car as driver      | 44.4% |
|                   | Car as passenger   | 4.1%  |
|                   | Motorbike          | 1.2%  |
|                   | Bicycle            | 1.9%  |
|                   | Worked at home     | 4%    |
|                   | Did not go to work | 8.5%  |
|                   | Not stated         | 1.5%  |

Sources: Randwick Economic Activity Study, October 2008 & ABS data 2011

## Future Proofing Capacity

Transport for NSW Modification Report published in 2014 and approved in 2015 says:

- The longer 67 metre (previously 45metre) LRVs provide additional capacity, and consequently would operate at a service frequency of 4 minutes in the CBD and 8 minutes on each of the branch lines between 7.00 am and 7.00 pm in the opening year.
- Future capacity for the service frequency to increase to up to approximately 3 minutes in the CBD and 6 minutes on each branch line would also be available in response to additional patronage demand, where necessary.
- In these future operations (at least 10 years after opening) during the peak hour there is potential capacity to increase to enable the movement of up to 8,620 passengers per hour in both directions.
- This would represent an increase of approximately 20 per cent in peak capacity against the original project - provide for significant 'future proofing' against patronage growth and/or expansion of the network. This capacity does not include special events which would provide up to 10,800 passengers per hour.

Source: Transport For NSW, CBD and South East Light Rail Project State Significant Infrastructure Approval (SSI-6042), Modifications Report, December 2014

## 2.9 Conclusion

### Strategic Positioning

1. In Sydney, the Metropolitan Strategy has designated 80% of new housing to be provided within walking distance of centres with good public transport accessibility and reach.
2. The Plan for Growing Sydney identifies Anzac Parade as an 'Urban Renewal Corridor' from the CBD to the Anzac Parade/Alison Road intersection. South of that intersection, Anzac Parade is designated as a 'local renewal opportunity yet to be identified'.
3. Anzac Parade is strategically positioned as a corridor that connects Sydney CBD, UNSW, Prince of Wales Hospital, Moore Park Sport and Entertainment Precinct.
4. Randwick City Council is currently meeting its dwelling targets, however while the Randwick LEP is only three years old it was prepared and gazetted prior to the release of A Plan for Growing Sydney, which increased Sydney's projected number of new residents by 22% from the previous Draft Metropolitan Strategy. The current planning controls for the site therefore do not reflect the strategic importance of a transport corridor in close proximity to regionally significant services, employment, education, entertainment and community facilities and services, which are identified in A Plan for Growing Sydney as catalysts for locating new housing.
5. The CBD and South East Light Rail will be delivered along Anzac Parade, increasing the area's capacity to support a larger population.

#### What does this mean?

Anzac Parade has been identified as an area capable of accommodating future growth by the State Government, due to its excellent future access to transit, and location next to a major employment and educational precinct.

Continued growth and an increase from historical dwelling approval numbers is required to satisfy the DPE projected population growth and dwelling numbers for the Randwick LGA.

### TOD Principles

As part of this Corridor Study, a number of TOD Strategies and research papers have been reviewed. A summary of principles for TOD developments that can be achieved in the Anzac Parade Corridor include:

1. Transit stations as anchors for density
2. Infill development allows traditionally suburban or low density areas to provide greater housing choice
3. TOD's promote Develop neighbourhoods that promote walking and prioritise non-motorised transport networks such as cycle routes
4. TOD's promote the creation of high quality dense networks of streets and paths
5. TOD's allow for the creation or strengthening of local high streets by providing mixed use developments and creating a critical mass of people in the area to activate them and support
6. TOD's optimise density and transport capacity, and create regions with short commutes
7. TOD's trigger a modal shift from private vehicular transport to public transport

#### What does this mean?

A TOD development strategy for Anzac Parade would deliver multiple social, economic and environmental benefits to the area - helping Sydney to grow sustainably.

### Corridor Comparisons

1. The CBD to Southeast Light Rail Project Anzac Parade has brought \$1.6 billion dollars of investment to the area. A review of planning controls is required to realise the value of this investment and reflect the shift in the corridor's role within the Sydney Metropolitan Region
2. Of the four corridors, Anzac Parade has the lowest height limits, all others have areas have allowable building heights of up to 65m, despite Anzac Parade being the only corridor to provide light rail transport services.
3. Generally, the tallest buildings along a corridor are located immediately adjacent to the primary movement corridor.
4. Kensington and Kingsford are the closest Centres to the CBD located on Anzac Parade. The northern 2km's of Anzac Parade is dedicated to Moore Park to the west and the Entertainment Quarter to the east, making Kensington and Kingsford the closest Local Centres to the CBD that could support increased populations.

#### What does this mean?

Of the four corridors studied in this report, Anzac Parade will be the newest mass transit corridor, and is yet to capture the opportunities for growth in its planning controls.



# **Anzac Parade Corridor Analysis**

Analysis of the corridor from a local perspective.



### 3.1 Height Analysis of Regional Corridors

Sydney's development pattern is one that already reflects the basic principles of a TOD: density around transport nodes.

To understand Anzac Parade in context of this development pattern in Sydney, we have looked at the three major corridors relevant to Anzac Parade: Bourke Street/O'Riordan Street, the Eastern Distributor and Oxford Street.

Key questions that this analysis aims to investigate are:

- How does the development pattern of Anzac Parade compare to other corridors in terms of amount of centres and intensity of height?
- How are other corridors locating and allowing height in relation to transport nodes?



### 3.2 Oxford Street

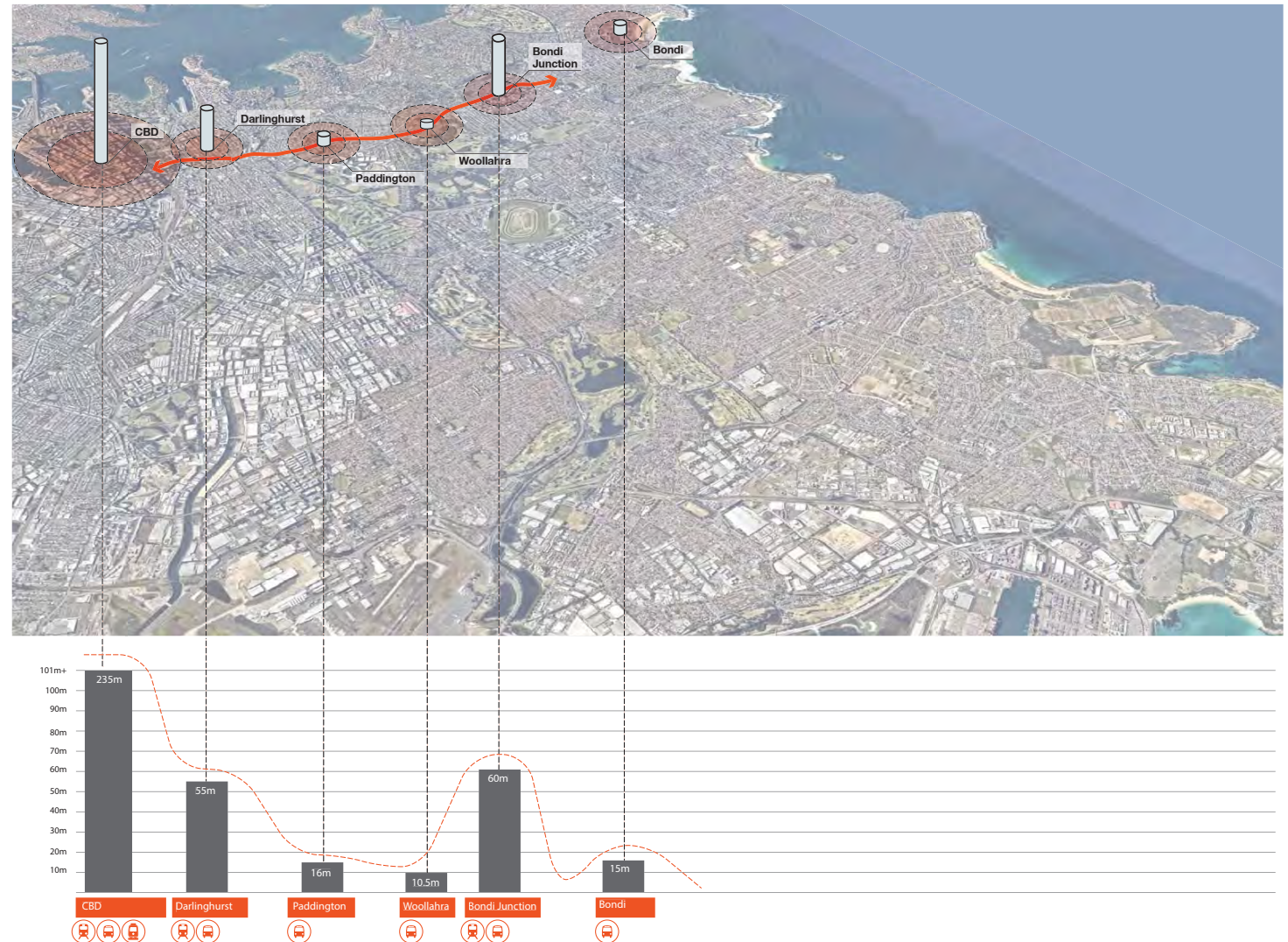
Oxford Street is the primary connector between the CBD and the Eastern Suburbs.

Buses are the primary mode of transport along the road, however it does have two train stations: Museum and Bondi Junction.

Height limits along the corridor dramatically increase where the train stations are, with areas outside of these remaining relatively low density at 2-4 storeys.

This reliance on bus transport in combination with the Eastern Suburbs being a historically residential area, may present challenges to its development potential, due to small individually owned lots and established communities.

Other corridors have greater transport capacity and room to grow than Oxford Street due to their industrial uses and newer communities (ie. Anzac Parade and Bourke/O'Riordan Street).





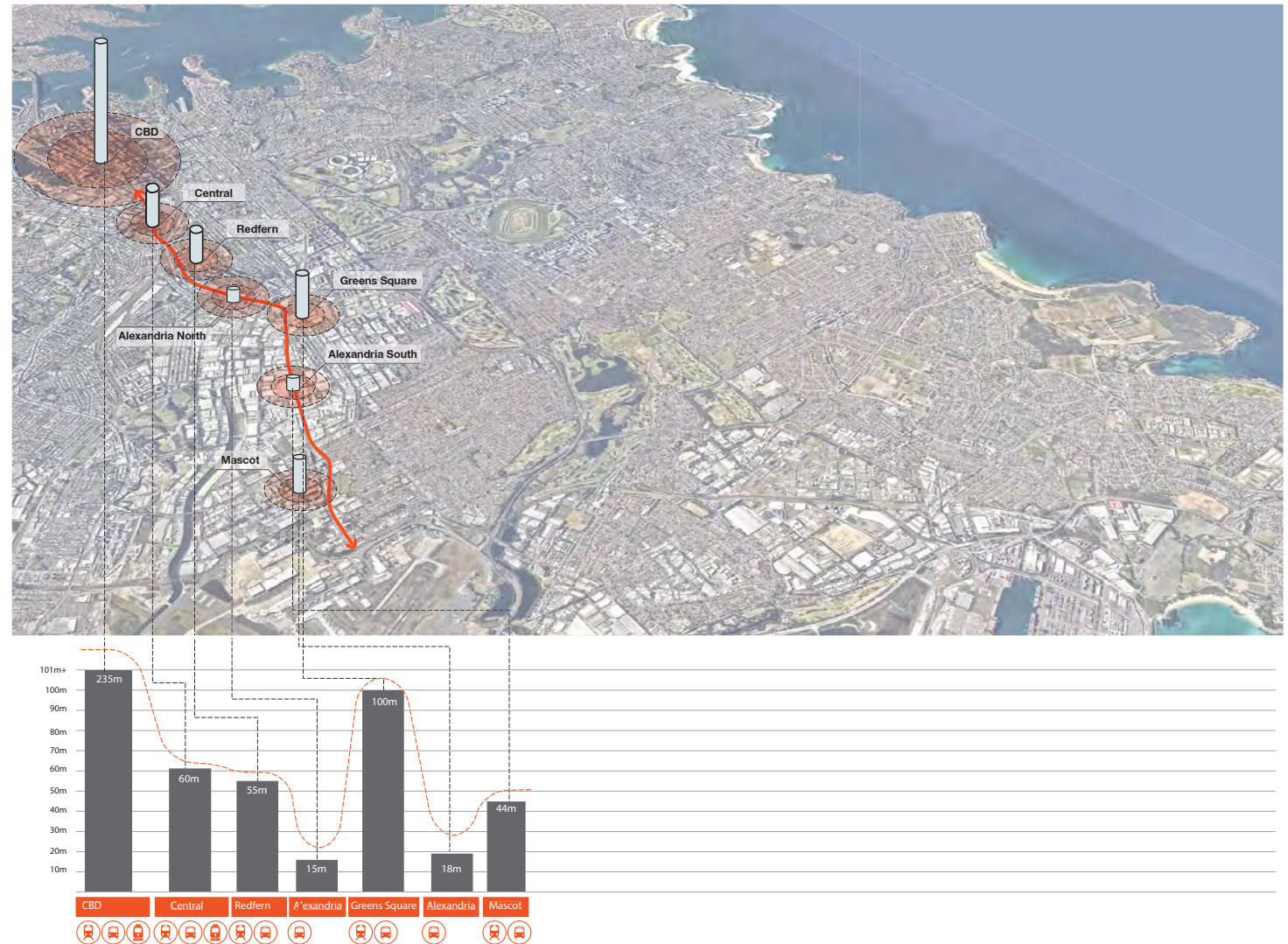
### 3.3 Bourke & O'Riordan Street Corridor

The Bourke/O'Riordan Street Corridor is one of the main connections between the CBD and the airport.

The corridor provides both bus and rail transport at points, with heights focusing around train stations.

Of particular importance is the Greens Square precinct in Zetland, which will become one of inner Sydney's largest scale TOD developments.

While the corridor has access to two modes of public transport, it does not deliver a quality door to door journey experience, with many of the bus stop and train stops being located adjacent to industrial and sites.



### 3.4 Eastern Distributor

The section of the Eastern Distributor (M1) between the CBD and Zetland has been the subject of significant increases in height and density, as compared with surrounding areas.

This urban outcome has been carefully managed through a number of masterplanned developments, that include:

- Victoria Park
- Lauchlan Precinct
- Crown (Moore Park)

